



## Public Comments from October 20 Community Forum

### Summary of Community Forum Comments and Questions

**Comment:** With all these grade changes, I'm concerned about the safety of children and elderly people at the edges of the channel. Will there be barriers?

**Miranda Maupin responds:** Safety is an important consideration. There will be appropriate barriers adjacent to the steep areas along the public areas and long the Lorig and ERA Cares project perimeters. At this stage of the design process, the specifics of those pedestrian safety features haven't been determined yet.

**Comment:** It's not clear what you mean by habitat. Are there fish in this part of the creek? Will the channel be suitable for fish passage?

**Miranda Maupin responds:** There are reports of stickleback in this area. The completed water quality channel will not pose barriers to fish.

**Comment:** How has the design changed since the initial design presented to the community?

**Miranda Maupin responds:** The design now includes two diversions – one at 3<sup>rd</sup> Ave NE and NE 100<sup>th</sup> diverting approximately 20 acres to a swale about ten feet below street grade, and a second further into the SPU site diverting approximately 660 acres to the channel approximately 30 feet below street grade.

### CTIP Public Comments

**Comment/Question:** Will the EIS exclude the mall expansion and other planned development projects?

**Richard Weinman responds:** Yes it will. Those projects are subject to environmental analysis independently of the CTIP. The CTIP does consider those projects, but they are not considered in this EIS.

**Comment/Question:** I live on NE 97<sup>th</sup>, which has become an arterial for people cutting from 5th Ave NE to Lake City Way. My street isn't addressed in the plan.

I'd like to put in a plug for mitigating cut through traffic from the planned theater and mall expansion. Also, where will the money come from?

**Tony Mazzella responds:** None of the proposed projects are currently funded. This plan is made of recommendations for us to prioritize. It will include strategies for funding the high priority projects. We will use the plan to inform our citywide capital projects funding decisions. Specific funding sources for different improvement projects will vary depending on the project. Regarding NE 97<sup>th</sup>: We have studied traffic volumes on all these streets and have taken those into account.

**Comment/Question:** I arrived late. I see nothing in your plans addressing 5<sup>th</sup> Ave. NE from Northgate Way to NE 80<sup>th</sup>. Many cars divert to the freeway at 80 via 5<sup>th</sup>. Please take a look at that.

**Sandra Woods of SDOT responds:** The 5<sup>th</sup> Ave Streetscape improvements will make changes on at least the first five blocks. Three large medians and the canopy of street trees may help slow down, or calm, the traffic.

**Comment/Question:** On NE 98<sup>th</sup> and 15<sup>th</sup>, the traffic moves through there so quickly. It's not just a question of volume; it's a question of speed. Also, when will we see these projects get done? 2010, 2015, 2030?

**Tony Mazzella responds:** It would be unfair for me to predict when without there having been the full playing out of the prioritization process.

**Comment/Question:** Will prioritization be a formal process?

**Tony Mazzella responds:** With the stakeholders help. We've developed a scoring system for projects. We'll share the rankings with the stakeholders as they're developed. The ratings won't be final, in order to take advantage of opportunities that may arise to partner with or to respond to other public or private projects.

**Comment/Question:** On the sidewalks that go down toward Lake City Way, will those be impermeable surfaces?

**Tony Mazzella responds:** The projects to improve walking in the Northgate areas could add impervious surface. Some projects could require conveyance and other types of protection from runoff impacts. These mitigations will add costs to projects.

**Comment/Question:** What about noise mitigation? Noise should have been one of the basic considerations of the CTIP. We already have the freeway noise.

**Richard Weinman responds:** By raising the issue here, you have added noise to our list of issues to consider in the Environmental Impact Statement. Transportation, air quality, and land use were identified as key issues. The purpose of this meeting is to raise others, as you have done.

**Comment/Question:** Will the City be holding up these development projects until the transportation problems are fixed? It looks like there are plans for the private development projects to go ahead, but there are no fixed plans for solving the transportation problems.

**Tony Mazzella responds:** We won't hold up private development. The CTIP communicates how we'll manage growth in the future. Each proposed project will go through proper permitting and environmental review channels. Future projects may use our planning efforts to help them identify their impacts.

**Comment/Question:** No one has talked about synchronizing lights. It was a popular solution for traffic from the Goodwill Games. Why not do that in Northgate? We don't need to have a light at every block as you seem to be proposing for Northgate Way.

**Tony Mazzella responds:** Please come up after this portion of the forum and take a look at our signal synchronization plan. It includes ways to make the lights sensitive to demand found at different times of day.

### **Written Comments**

► (Phil Varner) Concerning traffic mitigation; both speed and volume. The mitigation study needs to be a consolidated effort for the entire Northgate/Maple Leaf and related areas, not an effort by individual streets, or you just have individual streets looking after their own interests. The general project (traffic mitigation) allows the needs of the entire area to be addressed, rather than individual streets on their own.

► (Bunny (Barbara) Hirschmann)

1. Deal with mitigating the traffic impacts from all the new development (especially theater, businesses) on the residential areas to the southeast. My street is the de facto arterial that connects 5<sup>th</sup> Ave. NE to 15<sup>th</sup> Ave, NE, whereupon cars turn left and then continue to Lake City Way on NE 98<sup>th</sup> St. I see the impact on NE 98<sup>th</sup> St. addressed but not the impact on NE 97<sup>th</sup> under the criteria you use for weighting.
2. Thank you for considering the use of roundabouts.
3. Please consider making all walkways/sidewalks pervious – no net runoff.
4. Ensure pedestrian access to the channel project from NE 100<sup>th</sup> and from 5<sup>th</sup> Ave. NE.

► (Rita Anderson) Concern: NE 107<sup>th</sup> St. from Roosevelt to 15<sup>th</sup> Ave. NE is used as a throughway by vehicles avoiding traffic problems on Northgate Way. This is a neighborhood of single-family homes – and the increased traffic and increased speed is causing a problem currently and we anticipate this dangerous situation will only escalate as traffic attempts to avoid congestion on Northgate Way. Protect this neighborhood! 107<sup>th</sup> is a one-way, single-lane over Thornton Creek – very dangerous! Reduce traffic or add sidewalks. Will there be a “neighborhood shuttle” for local elderly and disabled to get around the area with their single-occupant vehicle? Or even for families with small children.

► (Gregory Hill)

1. Walking would be improved by having a pedestrian link (bridge or underpass) to connect Licton Springs neighborhood and NSCC with the Northgate Transit Center.
2. Provide on-street parking on NE 103<sup>rd</sup> St. Out with Bellevue, and in with neighborhood-pedestrian friendly streetscapes.
3. Bike lanes on NE 103<sup>rd</sup> St.

► (Sylvia Haven) Please, please put a public entry point here [map indicates the northeast and southeast corners of the Library/Community Center site] for those who live east of 5<sup>th</sup> Ave NE. (Can you put a traversing pathway up to gate(s) for pedestrians like me who come from Roosevelt Way NE and beyond?) Make NE 103<sup>rd</sup> both east and west so as to take pressure off NE 105<sup>th</sup>. (All the people in my neighborhood use 105<sup>th</sup> because 103<sup>rd</sup> is west only.)

► The half hour to review all the posters and boards and talk to staff is way too short to make it even part way around. It's an overwhelming amount of information. If it gets checked off as “public outreach,” that's kind of a joke.